



DRAFT
TECHNICAL ADVISORY COMMITTEE (TAC)
Department of Fish and Game
Office of Spill Prevention and Response
1700 K Street, 1st Floor Conference Room
Sacramento, CA 95814

Attendance:

<i>Members</i>		<i>Agency Representatives</i>	<i>OSPR Participants</i>		<i>Guests</i>
Stephen Ricks	Joan Lundstrom	Ellen Faurot-Daniels	Lisa Curtis	Ryan Todd	Scott Schaefer, USCG
Jonna Mazet		Linda Scourtis	Bud Leland	Joy Lavin-Jones	
Tracy Egoscue		Kevin Mercier	Marguerite Diaz		
Linda Sheehan			Lisa Vandenput		
R. Mitchel Beauchamp					

The April 24, 2007, Oil Spill Technical Advisory Committee (TAC) meeting at the Department of Fish and Game - Office of Spill Prevention and Response, Sacramento, CA was called to order at 9:52 a.m. – Stephen Ricks, Chairperson, presiding.

I. INTRODUCTIONS

LISA CURTIS, OSPR

Self Introductions: TAC members, Agency representatives, and guests.

II. APPROVAL OF THE MINUTES

STEPHEN RICKS (CHAIRPERSON)/TAC

❖ January 30, 2007, minutes:

- Joan Lundstrom motioned to approve the minutes with edits. R. Mitchel Beauchamp seconded.
- Unanimously approved.

III. OSPR UPDATE

LISA CURTIS, OSPR

- ❖ Lisa commented that most of OSPR's momentum and effort is currently internal. We are mostly focusing on accountability within OSPR. We have developed a strategic plan and a process that focuses on the opportunities within OSPR and have taken into consideration the recommendations from the Legislation Report.
- ❖ Lisa Curtis announced that her Confirmation hearing is scheduled for May 10.
Bud Leland discussed a recent response: Approximately one week ago we had incident involving a 20 inch Shell Pipeline failure near Highway 580 in the vicinity of Tracy, CA. The highway was shut down for most of the day; OSPR had a fairly significant response to this incident. Fortunately the plume of oil that spilled onto Highway 580 flowed under the freeway into a goat pasture and settled there. The wildlife in the area was not significantly impacted. A repair was made to the Shell line and it was only down for about a day. No supplies was interrupted, no spike in gas prices. Most of the interest from the Governor's office was due to the closure of the freeway for most of the day.
- ❖ Bud reported on 4/23/07 Shore Terminals – Pacific Energy Partners: A pipeline along the terminal failed and lost about a barrel into the Bay. The latest report came this morning and it was reported that less than a barrel had been lost. The challenge currently for OSPR is regarding response reporting to the different agencies. OSPR is looking at whether there is a significant level to report to the Governor. Bud explained that it is the level of interest in a particular incident which prompts the reporting levels. The threshold is if there is going to be media interest; this would prompt reporting to the Governor's office.
- ❖ Bud reported LA Harbor April 20, 2007 – The spill was at berth 240. It was a couple hundred gallons of red dye diesel. It was initially considered a mystery spill until Jankovich took responsibility for it on April 23, 2007. USCG and OSPR have responded to this incident.
- ❖ Bud reported there is currently a significant bird event in Southern California and the IBRRC has responded. OSPR is helping out as we can because it is possibly a domoic acid issue with some pelicans in the Ventura area. The grebes and loons have also been affected. There has been a spike in sick birds in the Southern California area. Jonna Mazet mentioned that outbreaks are becoming more and more frequent which have a lot of people looking into what's causing the increase. We are looking at some kind of non-point source pollution, nutrient loading, or some kind of an episodic event. Also we have been able to document that it is causing long term multiple year effects on sea lions and sea otters (looks like some have become epileptic).

The source is from pseudonitzschia which is a harmful algae bloom; we have determined that the outbreaks are not from oil or direct pollution.

- ❖ Lisa Curtis asked the ***TAC if they were interested in receiving the Oil Spill Intelligence Report.*** Most of the members agreed that the volume should be one every other day. TAC is still interested in receiving the reports from Jean Cameron.

IV. PUBLIC COMMENTS

STEVE RICKS, CHAIRMAN

- ❖ Steve Ricks asks for public comments or issues that they would like to bring to the TAC.
- ❖ Scott Schaefer requested that USCG be placed on the agenda under agency reports. It was also suggested that the TAC open this up to NOAA or other agencies to participate. The TAC would like to add the USCG agency report as a new agenda item. No vote was necessary for this change.
- ❖ Scott Schaefer reported that the USCG's Rear Admiral Bone will replace the district commander. He also reported that Vic Blalack will retire from USCG and will return back to Department of Fish and Game. Scott Schaefer announced he will complete his active duty no later than September 30th. Scott reported that the USCG for over a year have been pushing dispersants, however, the Regional Response Team got ahead of the issue and are now working on how to go through the dispersant process and checklists through tabletop exercises.
- ❖ The State of Hawaii agreed that their Addspak can be listed in the USCG Regional Contingency Plan and the Area Contingency Plan as a backup and they will provide it to us and will also provide the Clean Islands Counsel to operate it. The USCG will fly it out from Hawaii. The Pacific States is also working on this project. The USCG response time for the Addspak to California and British Columbia is approximately 6 hours preparation and 6 hours flight time.
- ❖ The USCG will be hosting the Spill of National Significance drill in June 2007 in Midwest. Scott Schaefer will be the advisor to the unified command.
- ❖ The USCG had a Vessel of Opportunity Skimming system exercise last week in Eureka. The USCG used Fish and Game's Tow Boat Albacore to perform the exercise.
- ❖ Scott Schaefer reported that in January Motor Vessel Tong Chang required USCG response. MV Tong Chang is a Chinese vessel that was headed to Cuba possibly carrying ammunition, and acquired a hole in the hull and took on 30 feet of water. The USCG was able to stabilize the vessel, and needed to bring the vessel into Hawaii for emergency repair. When the USCG had the vessel moved into port and docked; a big storm hit from the only direction that was not protected. The vessel began surging 30 feet laterally along the dock. The USCG began tending lines more aggressively to stabilize the vessel until the storm was over. The Chinese had problems importing goods into the U.S. because the vessel was in port for about two months; the USCG found the problem in hull and repaired it. It was also noted that the vessel has had problems in the past. Scott Schaefer reported that they used dispersants and they worked really well during this incident and the USCG was able to stabilize the vessel and send them on their way.
- ❖ Scott Schaefer also reported that the 20 tons of cocaine found on board a ship in Alameda was the biggest bust in maritime history.

V. AGENCY REPORTS

CCC/BCDC/SLC
Ellen Faurot-Daniels

- ❖ ***California Coastal Commission:***
 - *Some highlights discussed for this reporting period are as follows:*
 - ♦ Ellen Faurot-Daniels reported that all areas will soon start discussing "potential places of refuge (PPOR)", and completing a data entry form developed by Kelly Dietrich of CG San Diego. Kelly has also developed a draft database to go with the form, so as we all start collecting information it can go directly in the database. The database is the same statewide, and includes all required elements for the regional Response Team IX Guidelines, as well as pre-planning elements from the USCG's Places of Refuge Job Aid. We will also use the job aid to develop relative and qualitative risk rankings for species and habitats at risk for each PPOR, and use it as the basis for a decision-making tool. OSPR will assist with GIS output once we get to that point.
 - ♦ Ellen reported a San Diego exercise on April 25-26 will test how well the database works, as one of the drill modules involves finding and adding data for the 8 PPOR sites identified for San Diego. Once the database is tested, any changes will be made, and then we'll start using the same forms and

database in the other areas along the coast. North Coast is planning their first PPOR meeting on May 17, and LALB will have their first meeting on May 30. San Francisco and Central Coast meeting will be planned for May or June of this year as well. The goal is to have data for PPORs for all areas of the California coastline in the database by end of summer 2007.

- ♦ Ellen reported the Port of LA is in the process of designating a Controlled Navigation Access (CNA) Area zone that would restrict recreational boat traffic into the commercial terminals and loading areas in the inner harbor. The Port can do this under its tariff authority. Recreation traffic would be allowed but only after clearance is given. Once the CNA is designated then the USCG will publish it in the federal register for federal notice and hearings, and once that is done they will assist in enforcement. NOAA will publish this on charts after it is designated by the Port. What is happening in LA/LB may have implications for maritime security issues in other harbors.

❖ **State Lands Commission**

Kevin Mercier

▪ *Report provided.*

- ♦ Kevin Mercier reported that Gary Gregory had surgery on Thursday and went home on Friday and he is doing fine. He is scheduled to be out a month.
- ♦ Kevin reported that SLC has been in the news a couple of times. ExxonMobil berth 239, Port of Los Angeles has remained closed. At the request of ExxonMobil we performed another “Level 1” inspection of the facility and found its overall condition to be “fair”. However, with that inspection report we informed ExxonMobil that the berth will remain “unfit-for-purpose” until they submit a comprehensive and accurate assessment of the passing vessel/impact loads at this facility, and how those loads will be transferred to a structurally adequate concrete wharf. To date we have not received an accurate assessment, and the berth remains closed. ExxonMobil may need to rebuild the dock.
- ♦ Kevin reported that an inspector recognized the inert gas (IG) system was not working properly on board the vessel “High Harmony” on Friday at BP berth 78. Because SLC does not have authority over the vessels in port, the USCG was called out; and the Captain of the Port detained the vessel until repaired. This is the third time in a couple of months we have had an IG system problem. The SLC is looking into how to more readily recognize the problem, because the IG machinery may be working but we need to see if it’s getting to the tank. Our inspector witnessed the vessel venting the IG to the atmosphere. The vessel had reported and logged that all systems were working properly. Again, SLC has no authority to act; therefore, USCG will need to look into the problem.
- ♦ Kevin reported on the spill in Pacific Atlantic terminal in Martinez, and it was pinhole leak in a 12 inch pipeline which had crude oil in it. The incident was about 200-300 yards out from the causeway and about 100 yards back from the terminal. The piping is coated and wrapped, because of this it is hard determine if the pipeline will leak until the actually leaks. It was patched and put under a vacuum on the line for a temporary repair. Today they will be pushing the crude out with water and soaking the pipeline in water until they can get a permanent fix. The general manager on site stated that the cleanup may include unwrapping the whole pipeline.
- ♦ Kevin reported that the Don Hermanson, the SLC Operations supervisor, is in Portland for the “Pipeline Roundtable”. This roundtable gives each agency a chance to talk about what their state is currently working on regarding pipeline regulations
- ♦ Kevin reported that after the retirement of the Northern California Field Office supervisor in February they are pleased to announce the new supervisor, Chris Beckwith. Chris has worked in Northern California for both the State Lands Commission Marine Facilities Division and outside in the private petroleum industry in operational positions. His extensive experience with the Division and the particular region will continue to serve the Marine Facilities Division well.
- ♦ Kevin announced that May is California Maritime Transportation Month. The California Maritime Academy will be hosting the California Maritime Infrastructure Symposium at the State Capitol May 1-3, 2007.

❖ **SF Bay Conservation and Development Commission:**

Linda Scourtis

- *SF Harbor Safety Committee (HSC) report:*

- ♦ Linda Scourtis reported the annual update of the Harbor Safety Plan is underway. Changes are being compiled for approval by the Committee during the June 14 meeting, prior to submittal to the Administrator by June 30. Linda announced that she is overseeing the project.
- ♦ Linda reported that the most recent Ferries Work Group meeting on April 3 centered on a draft outline of routing and communication guidelines presented by VTS. The guidelines cover VTS actions, caution areas, as well as routes with associated special concerns or procedures, in addition to other subject areas. The discussion focused on area of final approach to the Ferry Building. Ferry operators expressed concern that the guidelines, or protocols, not be adopted by the USCG as regulation; they were assured they would not be. The VTS representative did recommend that the protocols be included in the Harbor Safety Plan when they are final.
- ♦ Linda announced the San Francisco Bay Area Harbor Safety was awarded the National Harbor Safety Committee Award.

VI. BIENNIAL REPORT TO THE LEGISLATURE – UPDATE AND EXTENSION LETTER

TAC Subcommittee

- ❖ Joan Lundstrom made a motion to submit the Biennial Report to the Legislature subject to additional changes that will be made through the Chair. Jonna Mazet seconded. Steve Ricks, Chair, opened this topic up for discussions by the committee and to the members of the public for comment.
- ❖ Tracy Egoscue informed the committee that they should receive a completed version by next week. She is expecting to get a provisional vote through email. Lisa Curtis ensured the TAC that OSPR will be providing their sections of the biennial report by Friday, April 27, 2007. The final version of the Biennial Report to the Legislature will go out after Steve Ricks' signature on May 10, 2007. Unanimously voted.

VII. REGULATIONS UPDATE

JOY LAVIN-JONES, OSPR

- ❖ Joy Lavin-Jones reported that there is a collaborative meeting scheduled for June 5 and 6 in Sacramento. OSPR will be presenting some new programs and potential changes to the regulations. OSPR wants to change the way we've gotten this information out in the past, and be more proactive and provide better outreach. There is a letter being sent that will provide more details. One of the proposals is OSPR grants for prepackaged trailers for small harbor protection.
- ❖ Joy Lavin-Jones also reported the new contingency plan regulations were approved on March 30, 2007. Question: what are the obligations of the plan holders? There is not an immediate requirement, and guidance is in the process of being developed on the impact to plan holders. The new shoreline protection requirements are strictly for vessels.

VIII. FUND STATUS

DAVE CORNEJO/MICHELE OWENS, OSPR

- ❖ Shelly reported an error in the Fund 321 on page 2 of the report; the interest should be a full year projection of \$2.8m and instead it reflects only one payment \$28,000. Out of the projection OWCN will get a proposed \$1.3m.
- ❖ Steve Ricks wanted know what will happen to the excess from the projections? Shelly stated that the excess may transfer to the OSPAF but, it will take legislation to move funds from one to another. OSPR would have to obtain formal notification to move funds from one to another. The TAC agreed that the Fund 321 is in a lot better shape than it was a year ago.
- ❖ Ryan Todd asked, "where does the interest on the fund go?" The interest is supposed to go into the fund to keep it up to the \$54m level and then the excess would be available to the OWCN up to \$1.3m. Dave Cornejo explained that only the interest, is transferred not revenue. Prior to legislation that funded the OWCN the interest above the maximum was reverting to the general fund. This cannot be done. OSPR has never done the transfer to the OSPAF. OSPR will have to go back and do an analysis to determine if this should be done. Assessing what is a prudent reserve to determine when the money would go to the OSPAF and not into the general fund. Steve Ricks stated that he would feel more comfortable knowing that the excess will go into the OSPAF instead of the General Fund.
- ❖ Scott Schaefer commented that the Governor Budget listed 347 overhead positions to the Department. OSPR is paying for 10% of funding in the Department; this calculates out to about 34 or 35 overhead positions; how come OSPR only has three? Dave Cornejo explained that there are departmental and divisional overhead positions; and then there is an end of the year reconciliation. All divisions have to

provide the same percent - 10 or 11%. This year the rate is running about 18%. Scott inquired about the services provided for that money - it's been an ongoing issue; has there been any progress in that area? Dave explained that OSPR budget staff is committed to working out the issues. As an example, OSPR had an issue regarding our contribution; the Department brought in numerous staff to explain and reconcile the problem with Accounting and Budgets. The Department is currently providing more information to OSPR than any other Division. For instance, as soon as the budget was signed we were able to get fine detail on what Departmental authority is and the divisional authority is and what is the difference. The Department can not expend from the funds without our knowledge. OSPR now has the mechanisms and the tools to look at the budget and check it.

- ❖ Steve Ricks inquired about the Surplus Money Investment Fund (SMIF). This fund is based on the 90-day treasury rate. Two years ago OSPR was only getting half and now it's at five percent. This fund is invested by the State Treasurer. The funding for CCC and BCDC is directly appropriated and is an interagency local assistance contract.
- ❖ Steve Ricks inquired about the depletion of the reserves. Lisa Curtis explained that there have been a couple budget augmentations for the drills and exercise program and SLC received some additional funding which has contributed to the depletion. Jonna Mazet commented that the TAC argued to the Governor that the TAC was the committee that should be helping to set priorities for those reserves and we are not participating in those decisions at all. It was suppose to balance the needs of the different agencies, which was recommended by the Department of Finance and TAC. ***An action item for the TAC: Should TAC make recommendations for the fiscal priorities for next year's Budget Change Proposal (BCP).***
- ❖ Dave explained the projected spending based on the 07/08 fiscal year. We plan to spend the full \$23.6m which does not include the general salary increases. After salaries and benefits are added the projected spending would be approximately \$24.6m. Need to have completed reports before the next meeting, so the TAC can look at them.
- ❖ Shelly Owens discussed the status of the 207 Fund (Inland). We are at \$4.9m at end of this year, and \$3m the next year and \$1.3m the year after. Currently, they are spending less than their appropriation each year. The positions that are funded by the program are currently a drain on the 207 Fund and the outcome does not look very positive. Lisa Curtis suggested a comprehensive spill program as a solution to the problem. The TAC discussed using monies from other funds, but Jonna Mazet informed the group that a legislative change would be necessary in order to use other fund sources. Lisa explained that OSPR needs to be able to capture what tasks we are not performing and document why we are unable to perform these tasks. She also noted that the newly designed database will help with documentation and hopefully provide a tool to the solution to the funding problem.
- ❖ Lisa Curtis announced that Shelly Owens will be leaving OSPR to work for the Sierra Nevada Conservancy; this new position allows her to work much closer to home.

IX. TRACKING DERELICT VESSELS AND/OR

ELLEN FAUROT-DANIELS, CCC

OCEAN DISPOSAL OF DERELICT VESSELS

- ❖ Ellen Faurot-Daniels reported at the last TAC meeting that EPA is currently performing a permit process for ocean disposal of derelict vessels. EPA to date has not contacted the CCC regarding the federal consistency review of their permit. The Coastal Guard also performed a pilot project on the disposal of derelict vessels in October in LA/LB area which will also be used as a training mechanism for the future. Ellen suggested inviting USCG Justin Rule or Jason Marino as they would be better able to give an accurate update on this matter. EPA has ocean disposal permit program for ferrous hulled ships; but she is unaware of what the EPA permitting process is. The Navy is in discussion about using the opportunities for ocean disposal as future training exercises which would include more explosive type exercises. Ellen expressed concerns regarding whether or not there has been adequate review and understanding on the affects of the ocean debris and noise impact on marine animals.
- ❖ Ellen is working on getting the EPA and CCC together to discuss what EPA has prepared regarding derelict vessels. This issue is in federal waters and has been in the Delta and along the coast as well. The city of Newport Bay has a boat crusher, and is talking about taking vessels from other cities and sending them down to Newport for crushing. The city has also advertised that they will pay you \$150 to crush your vessel if you transfer ownership.

- ❖ Ellen recommends that USCG, Navy and EPA be invited to talk about derelict vessels and the EPA permitting process at a TAC meeting when we are in the Los Angeles area. Lisa Curtis informed the TAC that OSPR has a tactical group reviewing this issue. An assessment is due in a year. OSPR's main focus will be to remove fuel, not necessarily navigational issues. This is a multi-agency issue, and there are funding and authority issues that need to be worked out. The TAC will continue to follow this issue for future discussions.

X. UPDATE ON LNG

WILLIAM LELAND, OSPR

- ❖ Lisa Curtis announced that the LNG representative appointed to the Port Hueneme Harbor Safety Committee is Carlton Moore. Carlton Moore is the former Administrator for OSPR. Mr. Moore's appointment is a three-year term.
- ❖ Kevin Mercier announced that the LNG application for Long Beach was denied. CCC also denied the application but, the Governor can still approved the application.

XI. OSPR'S STRATEGIC PLAN

LISA CURTIS, OSPR

- ❖ Lisa Curtis passed out the OSPR 2007 Spill Tracking Database first quarter report. The report will give the TAC some idea what the database is tracking regarding spill data information. Eventually it will also be more comprehensive and show how the data is being captured and how the information for drills and exercises and certificates of financial responsibility are all linked. Bud Leland commented that when you do an institutional change, it's a challenge. Lisa suggested that the TAC look the report over and please feel free to make comments or suggestions. ***The TAC would like to have this as an agenda item at the next meeting to provide comments and suggestions on Quarterly report.***
- ❖ Lisa distributed the Strategic Plan to the TAC. Lisa discussed the process of how the Strategic Plan was developed and how each program came up with goals using the SWOT analysis. OSPR also met with an executive coach to help the group identify the focus areas. The focus areas are: ***Funding, Prevention, Readiness and Response; Technology, Relationships and Partnerships, and Inland Pollution.*** The next step in process was to "SMART" (***Specific, Measurable, Attainable, Realistic, Timely***) the goals of the plan. We had a rollout of the Strategic Plan at the All-Staff meeting earlier this month and now the next step will be to meet with the Management Team to identify some of the products from the meeting and the modifications that need to be completed. We also need to define a process to have the plan continually evaluated. The plan is to look at the energy trends and project our needs, project threats, integrity surveys, and promote statewide consistency. We are planning a cycle of readiness and training. We are planning to update our processes that have not been automated. We are taking another look and reengineering those internal processes. We will be increasing our level of service and promoting positive external and internal relationships. We are planning to bridge the gap between the regions and our Inland Spill program and have a model in place to discuss PYs. The plan can take OSPR to the higher level through more process and accountability. OSPR has a lot of positive energy; we just need to align the resources toward one thing. The information in the plan can only be accomplished by working together.
- ❖ Ellen Faurot-Daniels commented that the plan has had a ripple effect. She witnessed a couple of the staff stating that this All Staff meeting was the best one that they attended. Lisa noted that OSPR has a lot of staff who are dedicated to the mission and passionate about what they do. Her priority as Administrator is to be open and transparent and if there is a better way of doing something, let us know. We went through the process to try to set clear expectations and to make sure people are sure of their role in a response.
- ❖ On page 4 of the plan under "Prevention: Identifying high risk vessels", Joan Lundstrom would like someone from OSPR to attend the SF Harbor Safety Committee meetings. The reason being industry had concerns about "boarding" and duplications of USCG program and how does it mesh. The SF Harbor Safety Committee would like a discussion on this issue. The fundamental question is: Is this a duplication of what the USCG does? Kevin Mercier informed the TAC that there is an MOU with the USCG: USCG defers to SLC or OSPR. Joan suggested that before a program is established, perhaps the TAC and others should meet and talk about the issues first.
- ❖ Lisa Curtis announced that nominees for the Governor's Environmental and Economic Leadership Award are being sought. She distributed the nominee forms to the TAC and encouraged them to submit their nominations by May 18, 2007.

XII. UPDATE ON PORTS FUNDING

JOAN LUNDSTROM, TAC

- ❖ Joan Lundstrom at last January TAC reported that the Harbor Safety Committees met to write draft legislative to establish the CA PORTS system in the five harbors. The HSCs have support from Senator Alan Lowenthal to sponsor the legislation. We have been shepherding this legislation with the help of a lobbyist from the CA Association of Port Authority (CAPA), and David Hull who is the chair of the Humboldt Bay Harbor Safety Committee and president of CAPA.
- ❖ Joan distributed and discussed the Senate Bill 965. Joan informed the TAC that funding for PORTS is not part of the bill, and this is a tough budget year to receive funding from the General fund. The HSCs wanted to get the structure of PORTS established which would authorized OSPR to setup a system. This would be the first integrated system for CAL PORTS. NOAA is very supportive of this development. Robin Blanchfield, of the CCC reported that the Assembly Natural Resources Committee approved the bill. Joan informed the TAC that there was no opposition to the bill. This bill generated an array of group support from the CCC, BCDC, CAL PORT authority, SF Bar Pilots, Bay Institute, Santa Monica BayKeeper, and an array of industry support.
- ❖ Joan stated that we are currently searching for funding for the PORTS operations and monitoring, which is estimated at \$1,000,000 per year. This does not include capitol costs which are separate and would be another \$2,000,000 to put systems in all five harbors. Some the TAC members suggested approaching Homeland Security. Joan informed the TAC that most of the funding is from port authority, and the PORTS are used in different ways throughout the different ports. In SF Bay there are six port authorities; other ports have usually one port authority. Tampa Bay is the only one in the nation that is operating from funding from local support. PORTS needs a mandated funding authority.

XIII. SETTING MEETING DATES

STEVE RICKS, CHAIRMAN

- ❖ Jonna Mazet would like to make sure that the missing TAC members are informed of upcoming dates and locations of the next meetings. Missing members are Sejal Choski and Matt Rezvani.

XIV. OLD/NEW BUSINESS

STEPHEN RICKS (CHAIRPERSON)/TAC

Mitchel Beauchamp had a question on whether OSPR can support the TAC members attending Monterey OWCN meeting.

❖ Action Items:

- Update the TAC contact and alternate list. Make sure there is a revision date at the bottom of the pages.
- Should the TAC make recommendations for the fiscal priorities for next year's Budget Change Proposal (BCP)?

❖ Agenda Items for July 31, 2007, meeting:

- Bylaw changes: for purposes of posting the agenda (*may require action by the TAC*)
- Comments on Inland Spill Reporting (OSPR 2007 Spill Tracking Database first quarter report provided to the TAC)
- Priorities for spending Surplus Funds – to be presented by OSPR for consideration/endorsement by TAC (*may require action by the TAC*)
- Recommendations of Transferring OSRTF Interest in surplus of that needed to maintain fund level (*may require action by the TAC*)

❖ Dates and location of 2007 meetings:

- January 30, 2007 – Los Alamitos, CA
- April 24, 2007 – Sacramento, CA
- July 31, 2007 – San Diego, CA
- October 23, 2007 – Eureka
- *Linda Sheehan informed the group that the Ocean Protection Council is meeting on October 25, 2007 in Eureka.*

ADJOURN